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(54) **VEHICLE MESSAGE ADDRESSING**

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G08B 5/22 (2006.01)
H04H 20/57 (2008.01)
H04W 88/02 (2009.01)
H04H 20/74 (2008.01)
H04H 20/91 (2008.01)

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CPC *G08B 5/223* (2013.01); *H04H 20/57* (2013.01); *H04W 88/022* (2013.01); *H04W 88/025* (2013.01); *H04H 20/74* (2013.01); *H04H 20/91* (2013.01); *H04H 2201/70* (2013.01)

(58) **Field of Classification Search**

CPC .. *G08B 5/223*; *H04W 88/022*; *H04W 88/025*; *H04H 20/57*; *H04H 20/74*; *H04H 20/91*; *H04H 2201/70*
USPC 340/426.16, 988, 989, 5.1, 7.46, 7.35; 701/29, 30, 400; 455/12.1, 404.2
See application file for complete search history.

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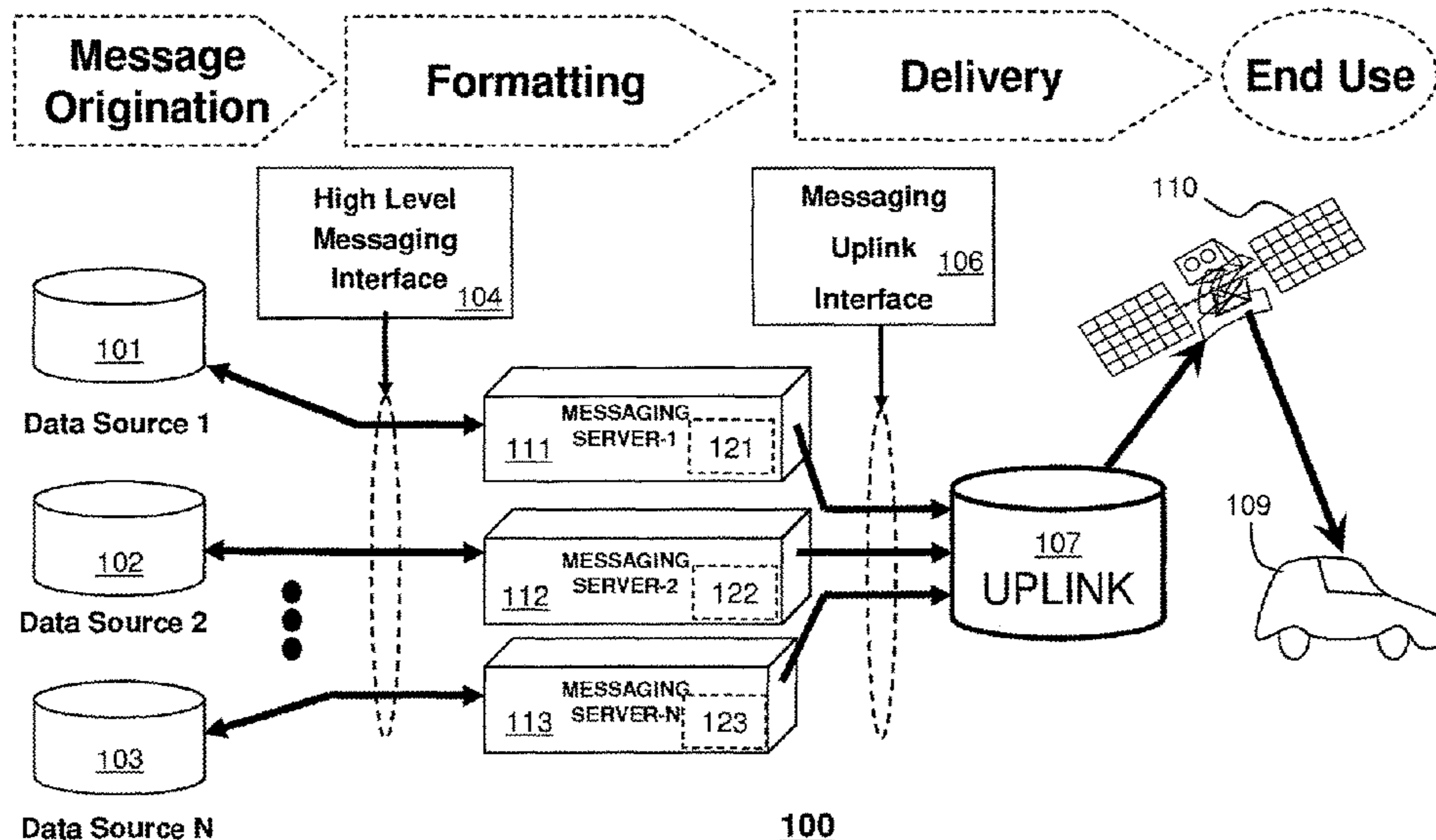
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(57) **ABSTRACT**

A vehicle messaging method (600) and system (100) can include any number of data sources (101-103), an interface (104) that formats messages and addresses from the data sources, and a corresponding number of messaging servers (111-113) that receive targeted messages intended for a predetermined subset of subscribers associated with a vehicle identification number (VIN). Each messaging server can include a corresponding controller (121-123) programmed to assign (604) targeted messages to a predetermined channel and encode (606) the addresses of the targeted messages to the predetermined subset of subscribers using a VIN or portion thereof. The controller can be further programmed to transfer (608) the targeted messages and addresses to a satellite uplink (107) and satellite (110) via a messaging uplink interface (106) for retransmission and reception by a plurality of selective call receivers 109 addressable individually using a predetermined VIN or portion thereof.

7 Claims, 6 Drawing Sheets



Related U.S. Application Data

continuation of application No. 14/325,857, filed on Jul. 8, 2014, now Pat. No. 9,997,030, which is a continuation of application No. 12/120,877, filed on May 15, 2008, now Pat. No. 8,803,672.

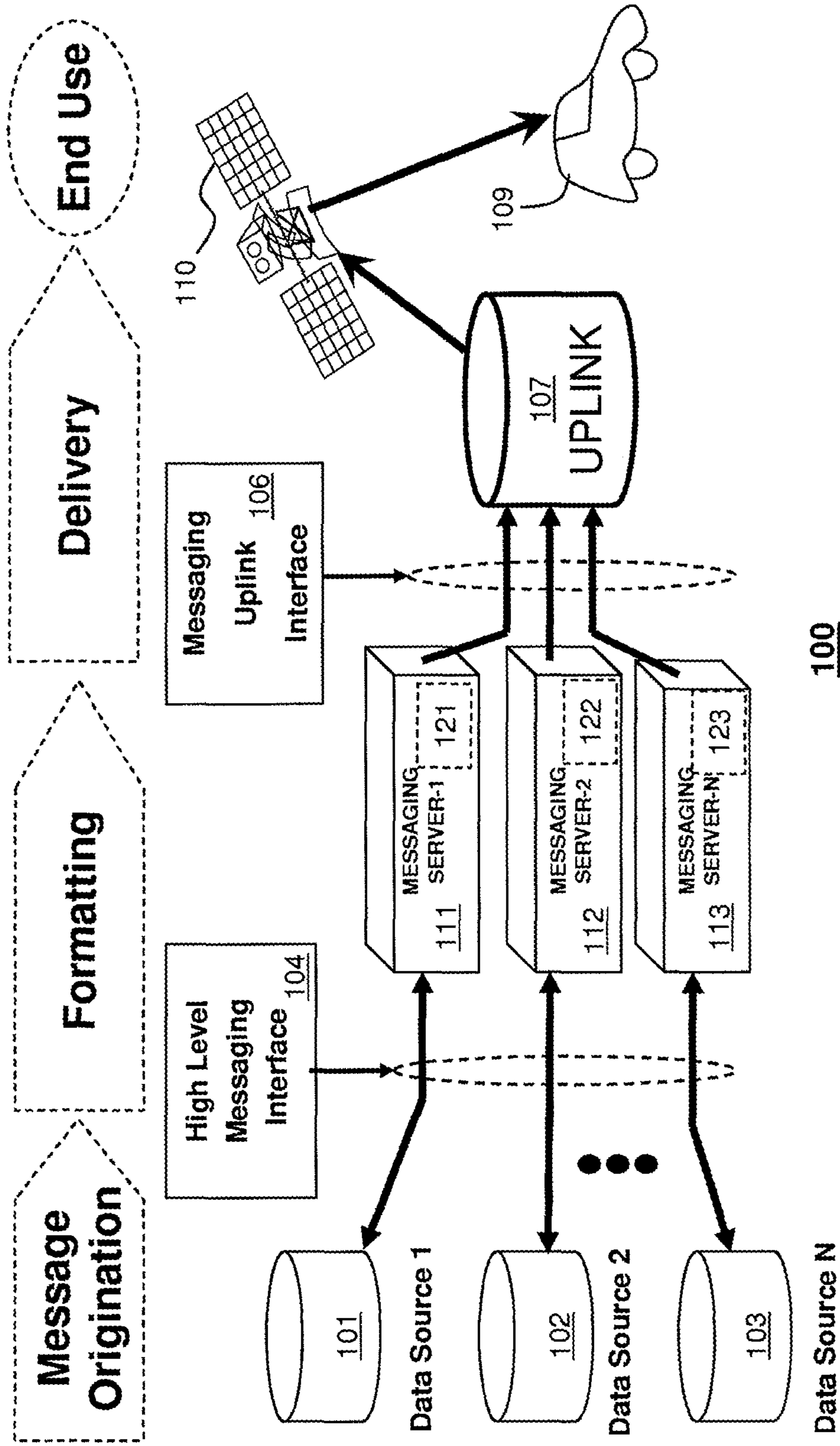
- (60) Provisional application No. 60/938,131, filed on May 15, 2007.

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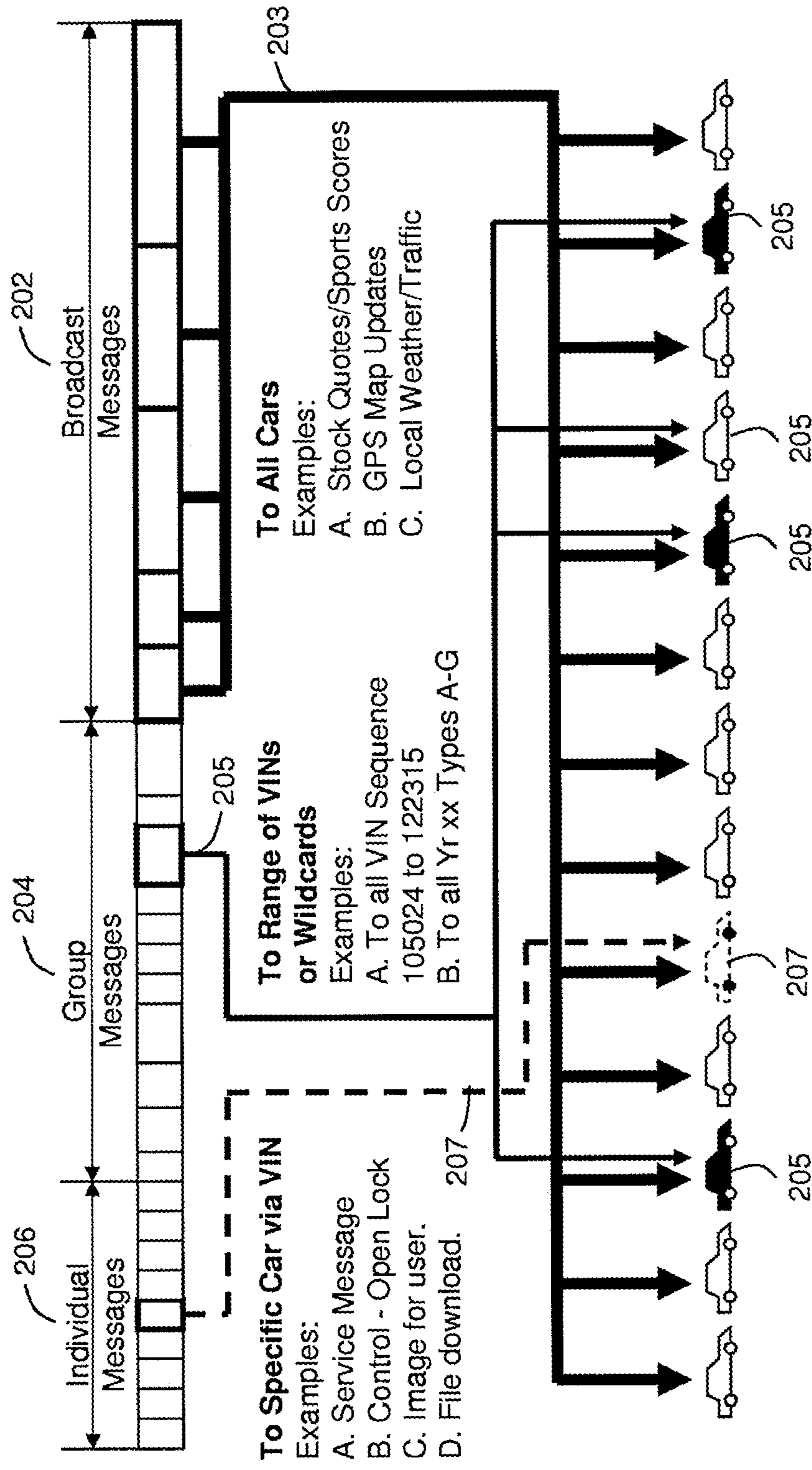
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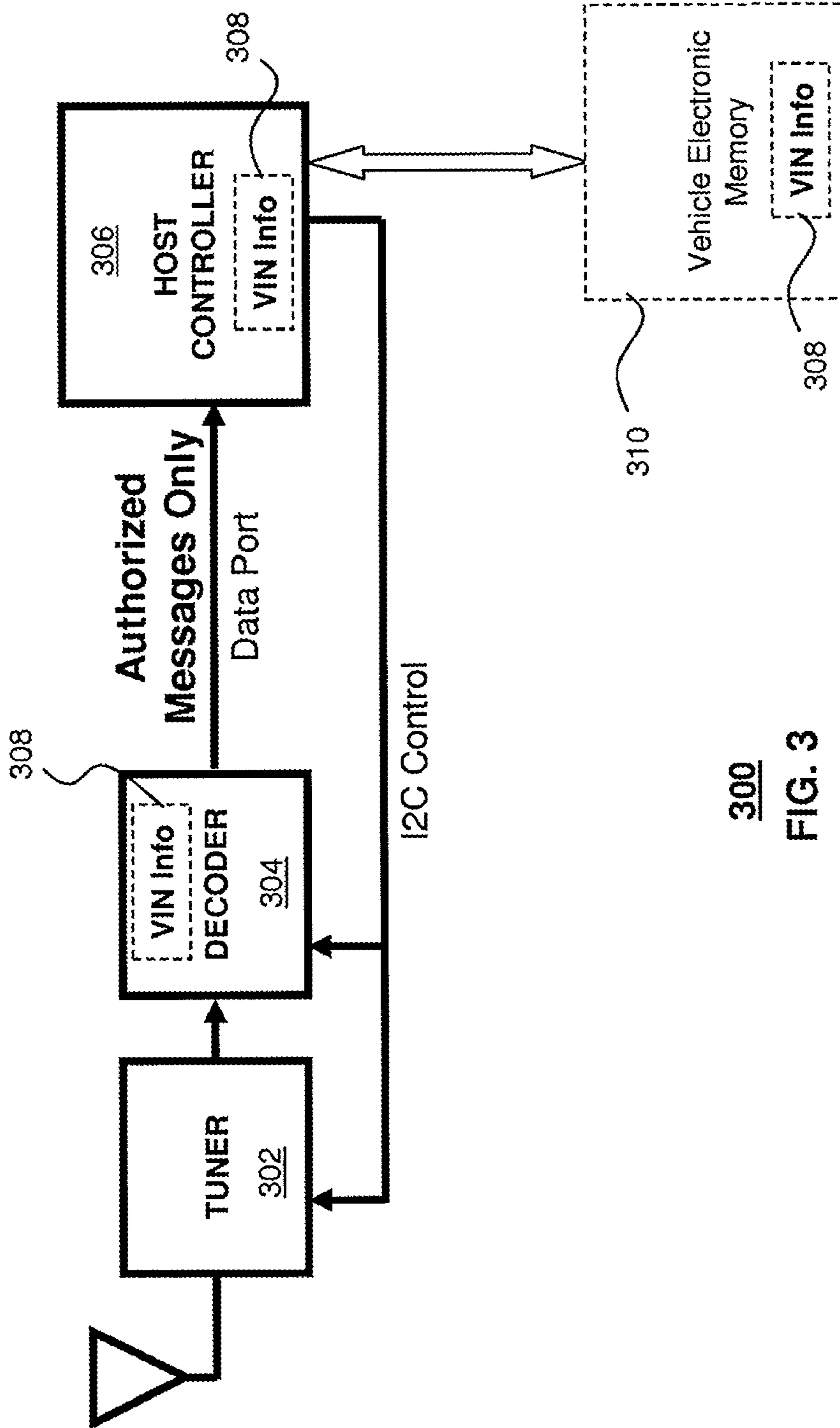


100
FIG. 1

Message Delivery Examples:



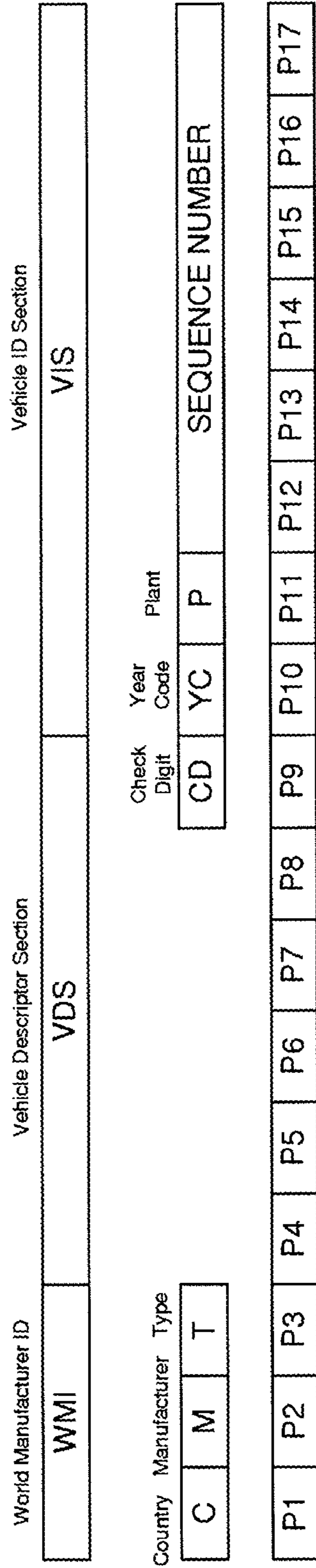
200
FIG. 2



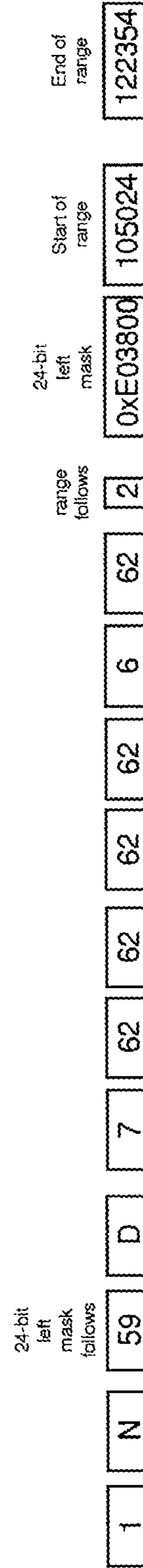
300
FIG. 3

MESSAGING - VIN MATCHING

Description of VIN -

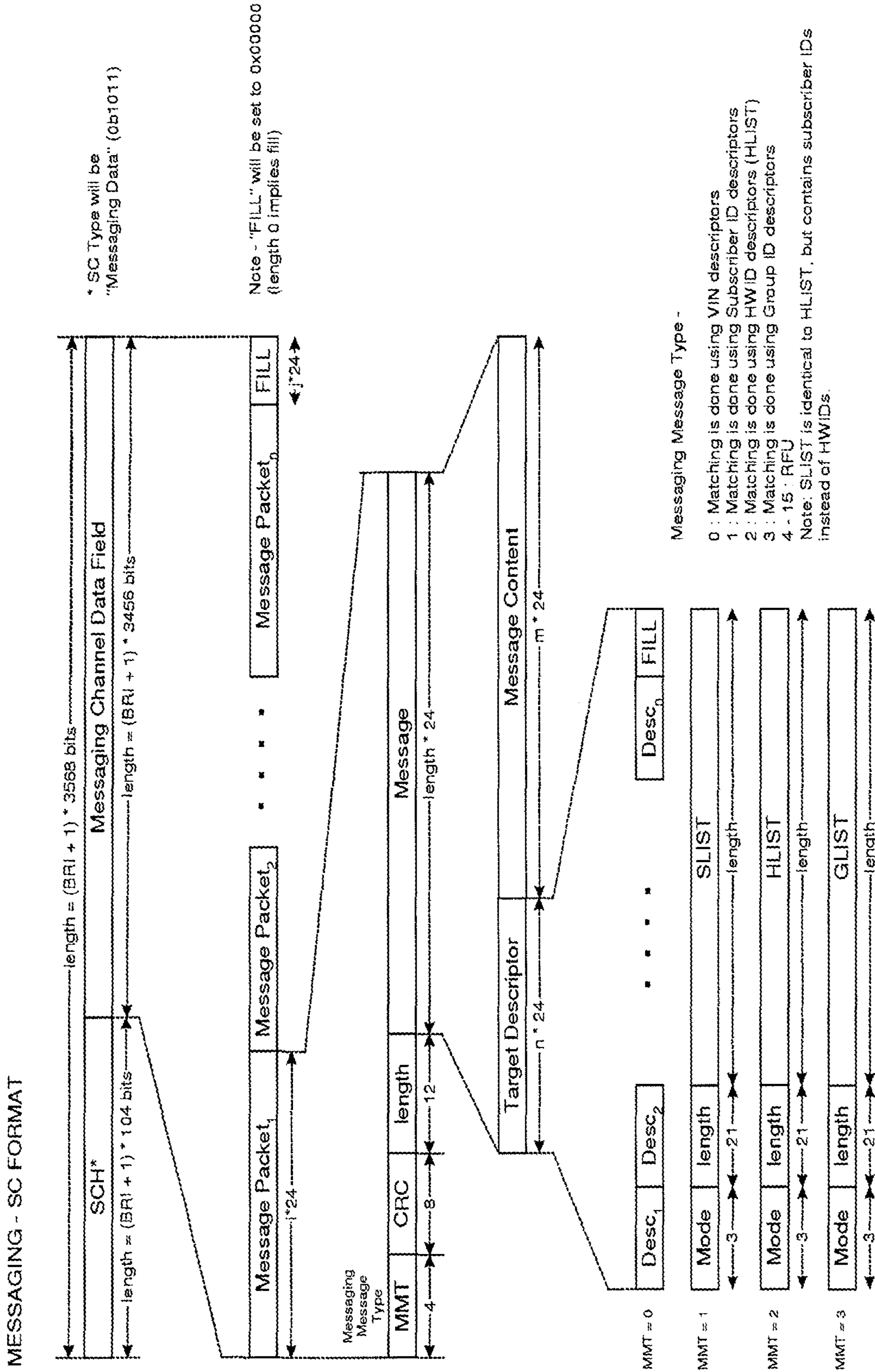


Specific Example:



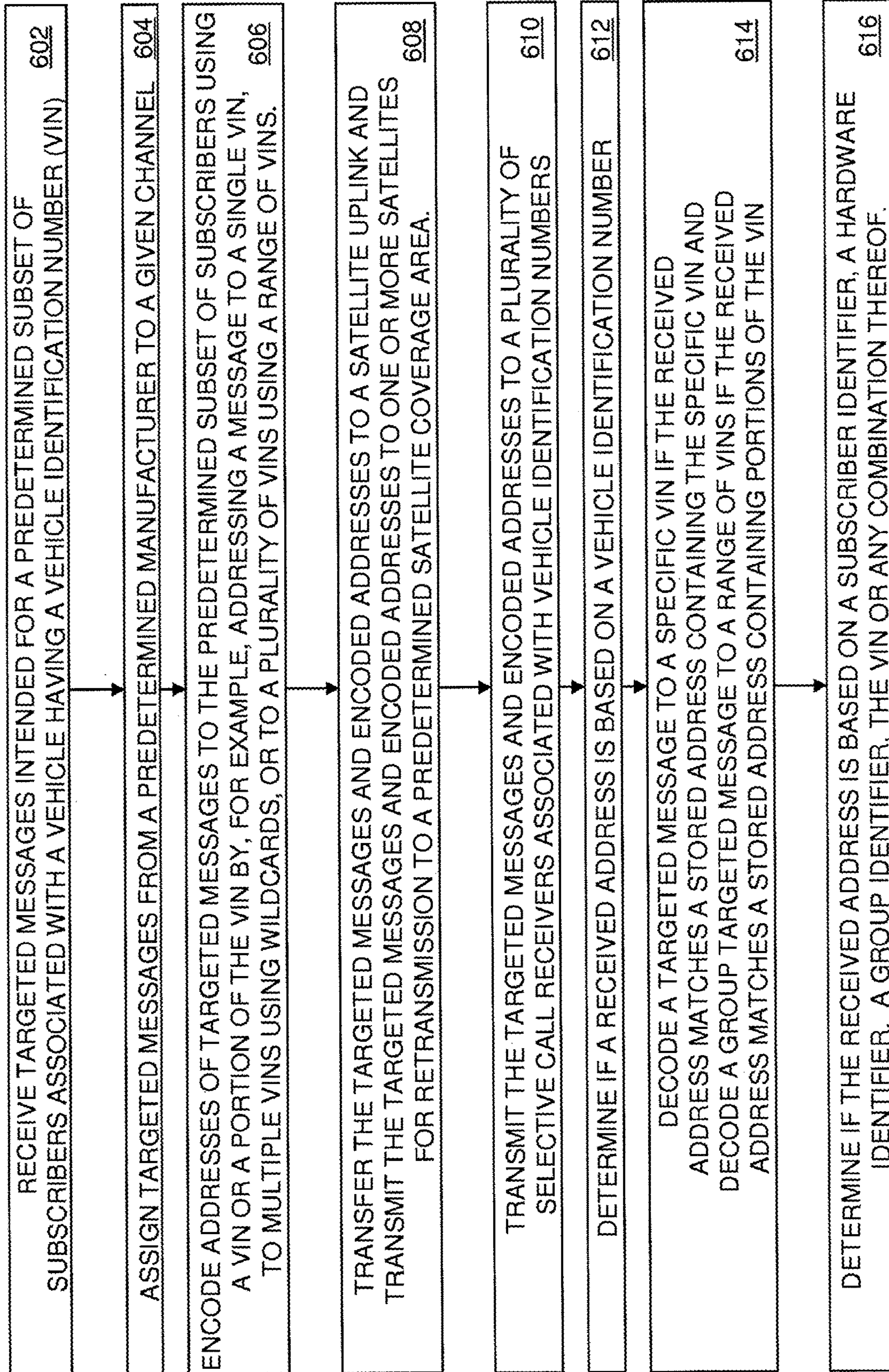
400

FIG. 4



500

FIG. 5



600

FIG. 6

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VEHICLE MESSAGE ADDRESSING**CROSS-REFERENCE TO RELATED APPLICATIONS**

Not Applicable

FIELD OF THE INVENTION

The invention relates generally to a methods and systems for addressing vehicles, and more particularly to a method and system of addressing a vehicle using vehicle identification numbers or VINS.

BACKGROUND OF THE INVENTION

Satellite radio currently offers well over a hundred channels of content over a large geographic footprint. A large portion of satellite radios are pre-installed in current model vehicles without any means of addressing or targeting a particular vehicle or a particular class of vehicles.

SUMMARY OF THE INVENTION

Addressing or targeting vehicles with wireless messages using a vehicle identification number (VIN) or a portion of the VIN as part of the communication address can enable numerous applications particularly useful for the automotive industry among other industries.

In accordance with a first embodiment of the present invention, a vehicle messaging device can include a selective call receiver such as a satellite digital audio radio) and a decoder coupled to the selective call receiver. The decoder can be programmed to determine if a received address is based on a vehicle identification number, decode a targeted message to a specific vehicle identification number if the received address matches a stored address containing the specific vehicle identification number, and decode a group targeted message to a range of vehicle identification numbers if the received address matches a stored address containing portions of the vehicle identification number. The decoder can be further programmed to decode a broadcast message to all vehicles if the received address has wildcard data that matches a stored address. The stored address be pre-stored in the vehicle messaging device or can be retrieved over a vehicle's communication bus from a remote memory. The decoder can be further programmed to determine if the received address is based on a subscriber identifier, a hardware identifier, a group identifier, the vehicle identification number or any combination thereof. The vehicle messaging device can be addressed with a message to a single vehicle identification number, to multiple vehicle identification numbers using wildcards, or a plurality of vehicle identification numbers using a range of vehicle identification numbers. The targeted message or group targeted message can be a command and control message, a service message, a service authorization message, a software or firmware update, a file download, a text message, an audio message, an image, or a video.

In a second embodiment, a vehicle messaging system can include a messaging server receiving targeted messages intended for a predetermined subset of subscribers associated with a vehicle having a vehicle identification number and a controller coupled to the messaging server. The controller can be programmed to assign targeted messages from a predetermined manufacturer to a predetermined channel and encode the addresses of the targeted messages

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to the predetermined subset of subscribers using a vehicle identification number or a portion of the vehicle identification number. The controller can be further programmed to transfer the targeted messages and encoded addresses to a satellite uplink for transmission of the targeted messages and encoded addresses to one or more satellites for retransmission to a predetermined satellite coverage area. The system can further include a plurality of selective call receivers addressable individually using a predetermined vehicle identification number or addressable in predetermined groups using a portion of a vehicle identification number. The selective call receivers can be satellite digital audio radio receivers, although embodiments herein are not limited to such receivers. The plurality of selective call receivers can each include a decoder coupled to a selective call receiver. The decoder can be programmed to determine if a received address is based on the vehicle identification number, decode a targeted message to a specific vehicle identification number if the received address matches a stored address containing the specific vehicle identification number, and decode a group targeted message to a range of vehicle identification numbers if the received address matches a stored address containing portions of the vehicle identification number.

In a third embodiment, a method of vehicle message addressing can include the steps of receiving targeted messages intended for a predetermined subset of subscribers associated with a vehicle having a vehicle identification number, assigning targeted messages from a predetermined manufacturer to a predetermined channel, and encoding the addresses of the targeted messages to the predetermined subset of subscribers using a vehicle identification number or a portion of the vehicle identification number. The method can further include the step of transferring the targeted messages and encoded addresses to a satellite uplink and transmitting the targeted messages and encoded addresses to one or more satellites for retransmission to a predetermined satellite coverage area.

The method can further include the steps of transmitting the targeted messages and encoded addresses to a plurality of selective call receivers associated with vehicle identification numbers, determining if a received address is based on a vehicle identification number, decoding a targeted message to a specific vehicle identification number if the received address matches a stored address containing the specific vehicle identification number, and decoding a group targeted message to a range of vehicle identification numbers if the received address matches a stored address containing portions of the vehicle identification number. Decoding a broadcast message to all vehicles in one example can be done if the received address has wildcard data that matches a stored address. As noted above, the VIN can be stored locally or optionally obtained via a vehicle's communication bus. The method can further include the step of determining if the received address is based on a subscriber identifier, a hardware identifier, a group identifier, the vehicle identification number or any combination thereof. Note, the step of encoding can be done by addressing a message to a single vehicle identification number, to multiple vehicle identification numbers using single or multiple wildcards, or to a plurality of vehicle identification numbers using a range of vehicle identification numbers.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is block diagram of vehicle messaging system in accordance with an embodiment of the present invention.

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FIG. 2 is an illustration of a how messages are targeted to either a specific VIN, a range of VINs, or to all cars in accordance with an embodiment of the present invention.

FIG. 3 is a block diagram of a receiver unit using VIN addressing in accordance with an embodiment of the present invention.

FIG. 4 is an illustration showing a VIN addressing architecture in accordance with one embodiment of the present invention.

FIG. 5 is an illustration showing another VIN addressing architecture in accordance with an embodiment of the present invention.

FIG. 6 is a flow chart illustrating a method of VIN addressing in accordance with an embodiment of the present invention.

DETAILED DESCRIPTION OF THE DRAWINGS

Satellite radio operators are providing digital radio broadcast services covering the entire continental United States with the hope of further covering other areas of the Americas. These services offer approximately 100 channels, of which nearly 50 channels in a typical configuration provides music with the remaining stations offering news, sports, talk and data channels. Briefly, the service provided by XM Satellite Radio includes a satellite X-band uplink to two satellites which provide frequency translation to the S-band for re-transmission to radio receivers on earth within a coverage area. Radio frequency carriers from one of the satellites are also received by terrestrial repeaters. The content received at the repeaters is retransmitted at a different S-band carrier to the same radios that are within their respective coverage areas. These terrestrial repeaters facilitate reliable reception in geographic areas where Geosynchronous Satellite reception is obscured by tall buildings, hills or other natural obstructions, tunnels, or other obstructions. The signals transmitted by the satellites and the repeaters are received by satellite digital audio radio system (SDARS) receivers which can be located in automobiles, in handheld or in stationary units for home or office use. The SDARS receivers are designed to receive one or both of the satellite signals and the signals from the terrestrial repeaters and combine or select one of the signals as the receiver output.

Each SDARS receiver contains a unique Hardware Identification number (HWID), which is assigned during the manufacturing process and is used by SDARS Service Providers to enable or disable the radio to receive subscribed services, such as music and talk programming. In addition, these subscribed services could include data services, such as weather and traffic data feeds or other custom data feeds. The custom data feeds are typically uniquely enabled by the SDARS Service Provider for select subscriber groups, which may include owners of a specific manufacturer's vehicles.

Since the SDARS receivers are assigned their HWIDs during the separate receiver manufacturing process and are not ordered by HWID during the vehicle manufacturing process, each sequential Vehicle Identification Number (VIN) assigned during the vehicle manufacturing process will have associated with it a relatively random HWID. With this random relationship between HWIDs and VINS, in order to address a message to a range of VINs using the SDARS receiver HWID would require an individual message to be sent to each HWID in the VIN range, which would result in very inefficient use of bandwidth.

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Although existing telematics systems using cellular and Global Positioning System (GPS) technology such as the On-Star system currently track vehicles and provide services such as dispatching emergency road side assistance upon detection of certain detected events at the vehicle, no existing system is able to address a single vehicle or a selected group of vehicles in a targeted fashion using a vehicle identification number as part of an addressing scheme in a comprehensive manner suitable for both consumers and manufacturers of such vehicles.

Referring to FIG. 1, a vehicle messaging system 100 can include a message originating portion, a message formatting portion, a delivery system portion, and an end-user portion. The message origination portion can include any number of data sources (101, 102, through 103) that can be represented in a real world example by any number of databases controlled or operated by vehicle manufacturers. The formatting portion of system 100 can include a high level messaging interface 104 that formats messages and addresses from the data sources (101-103) as well as a corresponding number of messaging servers 111, 112 through 113 that receive targeted messages intended for a predetermined subset of subscribers associated with a vehicle having a vehicle identification number. Each messaging server 111, 112, or 113 can include a corresponding controller 121, 122, or 123 coupled to the messaging server. The controller can be programmed to assign targeted messages from a predetermined manufacturer to a predetermined channel and encode the addresses of the targeted messages to the predetermined subset of subscribers using a vehicle identification number or a portion of the vehicle identification number. The controller can be further programmed to transfer the targeted messages and encoded addresses to delivery system including a satellite uplink 107 via a messaging uplink interface 106. The satellite uplink 107 can transmit the targeted messages and encoded addresses to one or more satellites (110) for retransmission to a predetermined satellite coverage area that can have a nationwide or multinational or multi-continental footprint. The system can further include a plurality of selective call receivers 109 addressable individually using a predetermined vehicle identification number or addressable in predetermined groups using a portion of a vehicle identification number. The selective call receivers can be satellite digital audio radio receivers used by end users, although embodiments herein are not limited to such receivers.

The architecture presented also can provide a double or two-layer protection against mistaken delivery of targeted messages. Data from a first data source is protected from being delivered to another data source target. The first layer of protection can involve a dedicated messaging and data channel per data source or car manufacturer in an automobile scenario. The second layer of protection can involve checking the message VIN address to determine if a particular vehicle or class of vehicle is the target for a message. Only if the VIN address is a target address is the decrypted message payload sent via a data channel to a host processor in vehicle radio for instance.

Referring to FIG. 2 an illustration of how messages can be targeted to either an individual VIN, to a group of VINs or to all end users regardless of VIN. In one example, a particular address type can include broadcast messages 202 that would be received and decoded by all end users 203 having any VIN. In a broader embodiment, a broadcast message 202 can be received and decoded by not just end users having an VIN, but all users whether they have an VIN associated with their address or not. The broadcast message 202 can include stock quotes, sport scores, navigation sys-

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tem map updates such as additional points of interest (POI), local weather or local traffic as examples. In another example, the particular address type can include group messages **204** that can be addressed to a particular subset of end users **205** having VINs. The group messages **204** can be addressed for example to devices having a range of VINs or using wildcards in portions of the VINs. For example, a group message can be addressed to VINs in a sequence from 105024 to 122315. In another example, the group message can be addressed to VINs in year “XX” having types “A-G”, where “XX” designates a wildcard for any year. The group message can be particularly useful for vehicle recall messages, customer alerts, or similar information, as messages can be addressed using wildcards to a specific model (or group of models) in a specific year or range of years. In yet another example, the particular address type can include individual messages **206** targeted to an individual or specific car **207** having a specific VIN. The individual message **206** can be a service message (reminders for oil service, tire rotation, new tires, etc.), a control message (to open a lock, to safely disable an ignition, to govern speed or gas intake, etc.), or to send images or download files to a particular address indicated by VIN.

The plurality of selective call receivers can each include a decoder coupled to a selective call receiver. Referring to FIG. 3, a receiver unit **300** can include a tuner or receiver **302** coupled to a decoder **304**. The decoder **304** can be programmed to determine if a received address is based on the vehicle identification number **308**, decode a targeted message to a specific vehicle identification number if the received address matches a stored address containing the specific vehicle identification number, and decode a group targeted message to a range of vehicle identification numbers if the received address matches a stored address containing portions of the vehicle identification number. The aforementioned decoder function can occur at the decoder **304** or alternatively can occur at a host controller **306**. The VIN information used for matching with the received address can be stored in the decoder **304** or the controller **306** or alternatively in a remote location such as in a vehicle’s electronic memory **310**. Access to such VIN information from the vehicle can be made available over the vehicles communication bus.

Referring to FIG. 4, a VIN addressing or matching architecture or scheme **400** is illustrated. A VIN addressing scheme can be devised in various ways, but using some of the existing VIN specific fields can enable logical group addressing schemes. A VIN address description includes a first section having a World Manufacturer Identifier (WMI), a second section having a Vehicle Descriptor Section (VDS) that might indicate a model, and a Vehicle Identifier Section (VIS). Each of these sections can have subsections. For example, the WMI can include a country field, manufacturer field, and a type field. The VIS can include a year code field, a plant field, and a sequence number. The standardized Vehicle Identification Number, or VIN, was mandated by Federal legislation and regulations, and must appear on all vehicles manufactured after 1980.

More specifically, the VIN contains six sections: (1) The World Manufacturer Identification, or WMI, identifies the country and company that assembled the vehicle. In the United States, the WMI is assigned by the Society for Automotive Engineering (SAE); (2) The model year of the vehicle, using a single-letter code is standardized for all manufacturers; (3) The model description, in a format chosen by the manufacturer; (4) The manufacturing plant, in a format chosen by the manufacturer; (5) The serial number of

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the vehicle, in a format chosen by the manufacturer; and (6) a check digit used to validate the VIN’s validity. The check digit is calculated using an algorithm which is standardized for all manufacturers. The position of each VIN component within the VIN is also standardized:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
WMI			Model				Check Digit	Yr	Plant	Serial						

Where:

The positions 1-3 of the VIN covers the WMI, positions 4-8 covers the model of the vehicle, position 9 is the check digit, position 10 is the year code, position 11 is the plant code, and positions 12-17 cover the serial number.

In one arrangement as illustrated in FIG. 4, each field of P1 through P11 can be stored in 6 bits which allows 64 possible values

0-32: specify an exact match of that field.

33-57: RFU

58: mask 33 bits (values 0-9, A-Z)—33 bit field follows (2 words)

59: mask 24 bits left (values 0-9, A-P)—24 bit field follows (1 word)

60: mask 24 bits center (values 6-9, A-Y)—24 bit field follows (1 word)

61: mask 24 bits right (values 9, A-Z)—24 bit field follows (1 word)

62: current field is wildcard—nothing follows remaining fields

63: all subsequent fields are wildcard—nothing follows, all remaining fields are deleted

Please note that for all the masks described above, the characters ‘I’, ‘O’, and ‘Q’ are excluded from the character set (for VINs) thereby resulting in a maximum of 33 used characters.

For Sequence Number (P12 through P17), the entire 6 fields can be represented by a number stored in 20 bits

A 2-bit value will specify how Sequence Number is matched

0: Wildcard, nothing follows

1: Single match, a single 20-bit value follows

2: Range, two 20-bit values follow (start of range and end of range)

3: Range starting at zero, one 20-bit value follows (end of range)

20-bit values

0-999,999: match value or start/end of range.

1000000-1048576: RFU

The particular example illustrated in FIG. 4 using this scheme can have this match string match all WMI=1N0, 1N1, 1N2, 1NA, 1NB, 1NC, vehicle descriptor fields D7XXX (where X are wildcards), model year 2006, with sequence numbers between 105,024 and 122,354.

Within a messaging format **500** as illustrated in FIG. 5, the VIN matching address can reside within a messaging channel data field and within a message packet that can designate the message type as a VIN addressed message among other types of addressed messages. As noted, the messaging types can include a type using VIN descriptors, subscriber ID descriptors, hardware ID descriptors, or group ID descriptors. Within the message packet field, a message field can further include a target descriptor and the actual message content. The actual message content can be any number of things including text messages, picture files, sound files, vehicle subsystem program files, video files or other file or data types. within the target descriptor can be various types of fields depending on the type of message

being sent. If a message type using VIN descriptors is used, then the target descriptor contains 1 through N descriptors. If a message type using a Subscriber ID descriptor(s) is used, then the target descriptor can contain an SLIST. If a message type using a Hardware ID descriptor(s) is used, then the target descriptor can contain an HLIST. If a message type using Group ID descriptors is used, then the target descriptor can contain a GLIST. The SLIST, HLIST, or GLIST can be a predetermined length descriptor.

A method **600** of vehicle message addressing can include the step **602** of receiving targeted messages intended for a predetermined subset of subscribers associated with a vehicle having a vehicle identification number, assigning targeted messages from a predetermined manufacturer to a predetermined channel at step **604**, and encoding the addresses of the targeted messages to the predetermined subset of subscribers using a vehicle identification number or a portion of the vehicle identification number at step **606**. The method **600** can further include the step **608** of transferring the targeted messages and encoded addresses to a satellite uplink and transmitting the targeted messages and encoded addresses to one or more satellites for retransmission to a predetermined satellite coverage area. At step **610**, the method **600** can further transmit the targeted messages and encoded addresses to a plurality of selective call receivers associated with vehicle identification numbers and determine at step **612** if a received address is based on a vehicle identification number. At step **614**, the method can decode a targeted message to a specific vehicle identification number if the received address matches a stored address containing the specific vehicle identification number and alternatively decode a group targeted message to a range of vehicle identification numbers if the received address matches a stored address containing portions of the vehicle identification number. Decoding a broadcast message to all vehicles in one example can be done if the received address has wildcard data that matches a stored address. As noted above, the VIN can be stored locally or optionally obtained via a vehicle's communication bus. The method **600** can further include the step **616** of determining if the received address is based on a subscriber identifier, a hardware identifier, a group identifier, the vehicle identification number or any combination thereof. Note, the step of encoding can be done by addressing a message to a single vehicle identification number, to multiple vehicle identification numbers using wildcards, or to a plurality of vehicle identification numbers using a range of vehicle identification numbers.

A message delivery protocol as illustrated can enable for example individual message delivery to a car radio (e.g. text message), or delivery to multiple VIN's using wildcard capabilities or using a designation of ranges. The message

applications can include command and control messages, service message deliveries (e.g., for opening car doors, trunks or other functions), file downloads, text, audio, image and video messages, or promotional messages (e.g. JPEG image of new models). Another message application can include software updates for "Y" Year designated vehicles or a range of VIN numbers as examples.

The description above is intended by way of example only and is not intended to limit the present invention in any way except as set forth in the following claims.

We claim:

1. A method for vehicle messaging, the method comprising:

receiving a formatted group of messages from a messaging interface;

assigning the group of messages to a predetermined channel; and

encoding the group of messages based on:

determining whether one or more wildcards are used in addressing the group of messages to a group of subscribers; and

determining whether a range of vehicle identification numbers (VINs) that respectively correspond to a plurality of subscribers are used in addressing the group of messages to another group of subscribers.

2. The vehicle messaging system of claim **1**, further including a messaging uplink interface configured to transfer the group of messages to a satellite uplink for re-transmission to a predetermined satellite coverage area.

3. The vehicle messaging system of claim **1**, wherein the group of messages correspond to a predetermined subset of subscribers associated with a vehicle having a VIN.

4. The vehicle messaging system of claim **3**, wherein an address associated with the group of messages is encoded using the VIN or a portion of the VIN.

5. The vehicle messaging system of claim **1**, further including a plurality of call receivers that are individually addressable using a predetermined VIN of the range of VINs or addressable in predetermined groups using a portion of a VIN of the range of VINs.

6. The vehicle messaging system of claim **5**, wherein the plurality of call receivers are satellite radio receivers, cellular radio receivers or terrestrial frequency modulated radio receivers.

7. The vehicle messaging system of claim **1**, further comprising:

dedicated messaging and data channels respectively corresponding to: the one or more data sources, or to a car manufacturer.

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